

summation of the work of building the dual transit system. That issue is closed.

"The city has signed contracts that put ahead the question of any possible municipal operation, or other change of transit policy, for at least ten years. The only part remaining to the Board of Estimate will be the approval of contracts for the actual construction of the various parts of the system. Upon these matters Mr. Mitchell will have, as he has had in the past, three votes out of sixteen. Even if he were disposed to block the work, or otherwise to interfere with it—as I am well assured he would not—he would have no such power.

#### Believes Mitchell Open-Minded.

"So it would be also with any project involving possible municipal operation or the granting of franchises for the operation of public utilities by private corporations. These matters all lie with the Board of Estimate. So does the making of the budget, the fixing of the tax rate and the control of the use of the city's credit. I believe that upon every issue of the sort Mr. Mitchell would be open-minded at the outset, and if in any instance he should differ with his associates the power of final decision would lie with them.

"The reduction of it all is that we now have the opportunity to elect a Mayor well fitted for his task; to elect a Board of Estimate and Apportionment that will continue without interruption of policy the work of the present board, and to re-elect a District Attorney whose splendid record of past achievement would be guaranteed enough of his purpose and of his ability to co-operate with the Mayor's Police Commissioner in completing the reformation of the Police Department and of bringing both our laws and our practice, let us hope, to a basis of sanity and common sense.

"I think that, perhaps, I am entitled to call upon every citizen of New York, without regard to party or personal feeling, to stand for a ticket that offers such a municipal programme as this, and I earnestly hope that there will be no break at any point in the line."

The concern of the fusion forces centered yesterday in the return of District Attorney Whitman from New Hampshire to-day. From John Purroy Mitchell, fusion nominee for Mayor, down, the leaders of the fusion movement anxiously expressed the hope yesterday that Mr. Whitman would decide to remain on the fusion ticket. In case he should refuse to do so, the opinion was prevalent that the fight against Tammany would be badly handicapped.

Collector Mitchell sent the following telegram to Mr. Whitman, at Bretton Woods, N. H., yesterday in reply to the District Attorney's message of congratulation:

"Many thanks for your kind telegram of congratulation. I sincerely hope that you are to be on the ticket, and that we may have the opportunity of co-operating throughout the next four years in police and other matters."

#### In a Perplexed Mood.

District Attorney Whitman told The Tribune over the long distance telephone from Bretton Woods, N. H., last night that he had not made up his mind yet whether he would accept the fusion nomination for District Attorney. He said the chances were against his making any definite statement on the subject upon his return to-day. He intimated, however, that he was in grave doubt as to the advisability of his running for office on the Mitchell ticket.

Since the District Attorney has been out of the city it is known he has been in communication with various leaders, and had all sorts of pressure brought to bear on him by his political friends, some in one way and some in another, with the result that he may not feel it expedient to make the "sacrifice" of lending his name to the fusion ticket.

Some of Mr. Whitman's friends declared yesterday that while he probably would run away ahead of the fusion ticket as now constituted, if he accepted the nomination for District Attorney, his election would be somewhat uncertain, handicapped as the ticket would be by the believed weakness of Mitchell. They declared that if Tammany should offer to endorse the nomination of Whitman for District Attorney he would be justified in accepting it. Judge Whitman is believed to feel the same way about the Tammany endorsement, if it should come his way.

The letters promising support for Mr. Mitchell from Henry L. Stimson and Isaac Seligman, two strong Republican members of the fusion committee, were pointed out as evidence that Mr. Whitman probably would accept.

Samuel S. Koenig, chairman of the Republican County Committee, declared that Mr. Stimson and Mr. Seligman merely were expressing their personal opinion. They in no way represented the sentiment of the regular Republican organization, he said. Mr. Koenig announced that the meeting of the executive committee of the Republican County Committee which was scheduled for to-night, following Mr. Whitman's expected return, had been postponed indefinitely. The committee probably will not meet until early next week, it was said.

Mr. Stimson's letter to Mr. Mitchell was as follows:

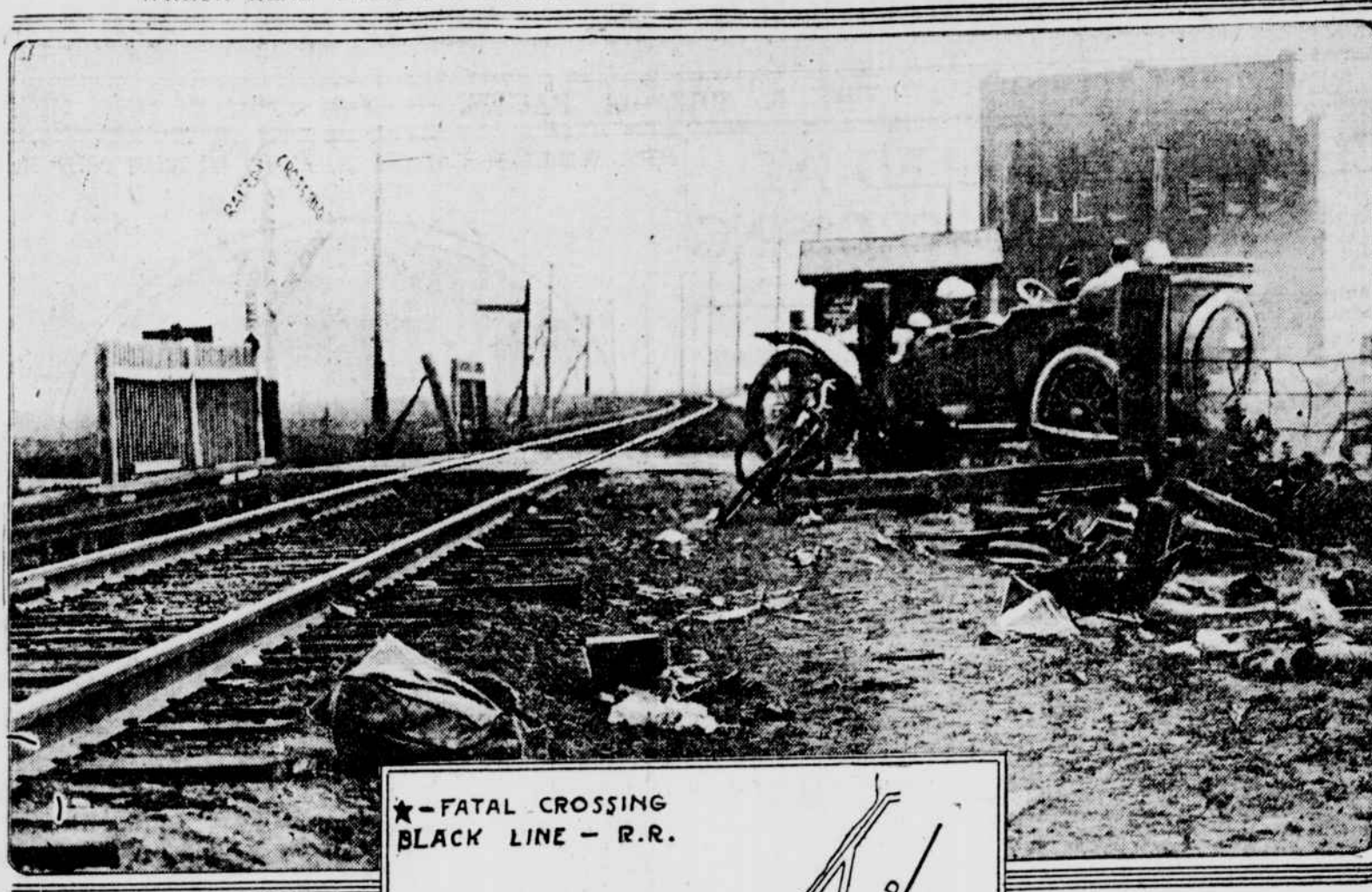
"As you know, I have earnestly supported another candidate for the nomination for Mayor. Now that the fusion committee has acted, however, and has chosen you for the honorable and responsible duty of leading the fusion ticket, I am very glad indeed to send you my hearty congratulations upon your being selected for that post. I am very glad to know that the honor has fallen upon one for whom I have personally such regard and for whose character, energy and attainments I have such respect. I shall do all I can to help your success."

"HENRY L. STIMSON."

Mr. Seligman, who was in the Adirondacks and was unable to attend the meeting of the fusion committee on Thursday night, predicted the election of Mr. Mitchell in his letter.

"I am sure that you will have the strong support of all independent factions," he said, "and I also trust, of my Republican friends and party. I have full confidence in your integrity, ability and high sense of citizenship, and I am

## WRECK LEAD CROSSING, WHERE PELL AUTO WAS HIT, AT COST OF THREE LIVES.



★-FATAL CROSSING  
BLACK LINE - R.R.

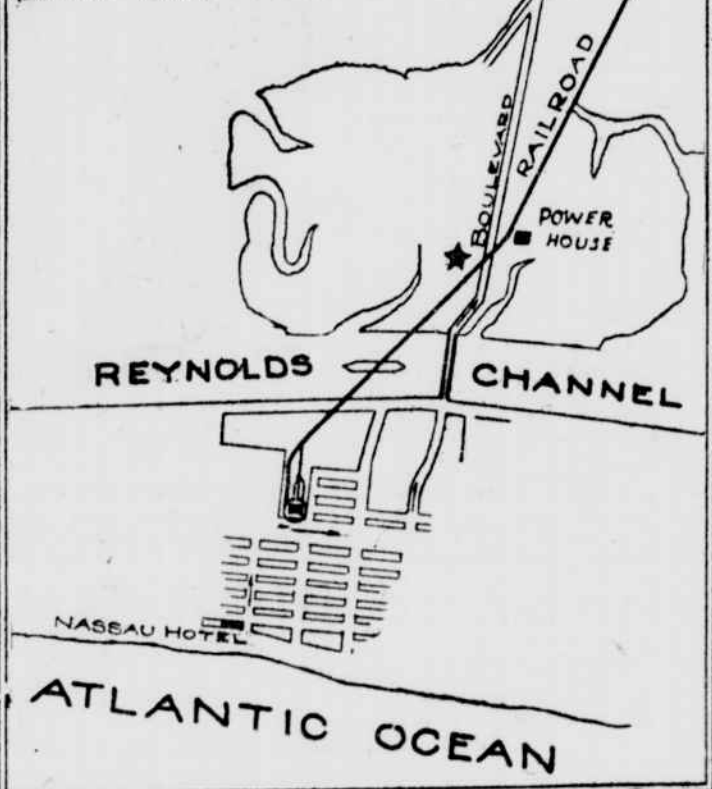


DIAGRAM SHOWING APPROACH TO FATAL CROSSING.

## LAIMBEER DEAD, WIFE BELIEVES HIM ALIVE

Continued from first page.

from Long Beach to the railroad crossing. The results of these measurements showed that for 150 feet below the crossing a person approaching the tracks at grade would get an unobstructed view of trains approaching in either direction. Beginning at a point 150 feet south of the crossing, the view was obstructed for 200 feet by a three-story electric power substation house, which stands 100 feet east of the railroad and about a quarter of a mile above the crossing. Beyond this obstruction for 150 feet south along the highway and extending over the old rickety wooden bridge, the view of the approaching train was unobstructed.

Along this stretch the headlights of an approaching train by night would appear almost stationary, owing to the almost parallel direction of the tracks and the highway. The long line of telegraph poles marked so that the space between them was quite small. This would cause the train lights to blink with marked frequency.

Mr. Buchanan figured that an automobile running thirty miles an hour and equipped with good brakes ought to have been able to come to a stop within a hundred feet from the time the headlights appeared from behind the power house. That would bring the automobile to a stop fifty feet on the safe side of the crossing.

375 Feet Covered Before Stop.

The measurements along the tracks showed that Easton, the motorman, brought his train to a standstill 375 feet beyond the crossing, the point where the tangled mass of the Pell limousine was found across the tracks. The sixth car of the seven-car train which he was driving stopped on the crossing. Assuming that Easton's statement that he applied his emergency brakes 100 feet above the crossing was true, Mr. Buchanan said the train could not have been traveling faster than twenty-five or thirty miles an hour. Easton testified before General Superintendent Thornton of the Long Island road at Jamaica to-day that Pell's automobile was traveling at about the same rate.

"I slowed down to ten or twelve miles an hour as I passed the Jekyll Island station, expecting to pick up passengers on signal at that point," said Easton. "There was none, so I applied the current to make the slight curve ahead. As I did so I saw that the road leading from Long Beach to the Wreck Lead crossing was full of automobiles, so I coasted to the crossing."

He saw the usual crossing whistle 50 feet above the crossing. I saw two cars dart over the tracks when I was 40 feet away. Then I saw Mr. Pell's car approach, and supposed, of course, that it was going to stop. It was a limousine and must have been going about twenty-five or thirty miles an hour. To my astonishment, I saw that it was going to cross ahead of me. I put on my emergency, but it was too late. The cab struck the automobile in the middle."

Superintendent Thornton said the trainmen all testified that the electric headlight was turned on at the time and the red and green "designating" lights on either side of the headlight were lighted. "The report that the first four cars were dark was not true," he said. "The first four cars were lighted and the remaining three cars were dark."

George Styles, the drawbridge tender, who lives at Wreck Lead, said he was just going to bed when the accident occurred. "I remember distinctly hearing the crossing whistle," he said. "When I

heard the crash I jumped out of bed, hurried into my clothes and was one of the first to help rescue the bodies."

According to Superintendent Thornton, a man who said he was J. Wright, of No. 150 Broadway, said he was in an automobile not far behind Pell's and heard the whistle warning. William White, of Wreck Lead, also told Easton, according to Thornton, that his little girl heard it. A man who said he was M. Madell, of No. 166 Eastern Parkway, Brooklyn, also gave his name to the railroad officials as a witness who heard the warning whistle. He said he was in an automobile about one thousand feet below the crossing at the time. Another witness for the railroad was E. Lerner, night operator at the sub-station, who was walking up from Long Beach, 50 feet below the crossing on his way to work. He too, heard the whistle, he said.

Reckless Auto Driving, Says Peters.

The following statement was made by Mr. Peters, resident of the road, to-night at his Garden City home:

"As long as reckless automobile drivers exist, serious railroad accidents will happen. While the accident at Long Beach last night was regrettable, I am at a complete loss to understand how it was possible for the driver of the Pell machine to have such a collision. At this point, of all other places on the Rockaway division, the tracks are visible for over a half mile in either direction. Furthermore, the tracks are elevated, and the electric trains all loom up in both directions."

"The electric cars were all under control, and this fact was borne out by the fact that the train was brought to a stand within three hundred feet of the accident. It certainly was not the fault of the railroad. We have to run on steel rails, and cannot dodge about like an automobile on a highway. Furthermore, there are bells and signs, which not only warn but boom up at night to warn the automobile drivers off the tracks."

"It seems to me that when the legislatures commence to make laws for railroads they should give some attention to highway laws, and make it a criminal offense for drivers of high power cars to rush across tracks in the manner in which it daily happens."

Wants Rigid Highway Law.

"At Long Beach on Sunday there were probably two thousand cars. These cars passed over numerous crossings, and at the speed with which some of the machines cross the railroads it is remarkable that more accidents do not happen. We regret that these happen, and one of the best ways to suppress this speeding is to make laws so rigid against passing over tracks recklessly that the laws will be respected."

"We try to do our best to protect them. We have over 400 protected crossings, which cost us more than \$100,000 in wages yearly, and I doubt if there is another road in this country that does likewise. When one considers the thousands of cars that cross the tracks on Long Island and the few accidents, it is remarkable that more accidents do not happen."

"Commissioner Decker, of the Public Service Commission for the 2d District, will visit the scene of the wreck to-morrow. I think he will agree with me that to go dashing across the tracks at this point, when cars can be visibly seen in both directions, is a criminal offense."

"During the last month we have eliminated fourteen crossings—six at Cypress Hills, two at Jamaica, two at Oakdale and others at various points. We have already spent millions, and millions more will be necessary before all the crossings are eliminated."

"The public is demanding faster trains and Long Island is becoming more thickly populated, and as we have to maintain a schedule and run on rails, these accidents will happen as long as ordinary precautions are ignored."

"If the town of Hempstead would build a new road across the meadows to Long Beach both of the railroad crossings would be eliminated."

## CAREER OF W. LAIMBEER

### Graduate of Harvard and Broker—First Wife Actress.

William Laimbeer was a son of the late William E. Laimbeer, who many years ago was Commissioner of Charities and Correction. Young Laimbeer was graduated from Harvard in 1886, and then entered the stock brokerage business, eventually starting the firm of Bishop, Laimbeer & Co. He was about forty years old.

Until his marriage with Mrs. Natalie Schenck Collins Mr. Laimbeer was not very active in society, but at the time of his death he was a close friend of the younger branch of the Vanderbilt family. He was a member of the Harvard, the Racquet and Tennis, the Turf and Field, the Brook, the Meadow Brook and the Country clubs. He also was a member of the New York Stock Exchange. His brokerage office was at No. 5 Nassau street. His country home, one of the show places of Long Island, was at Hempstead.

Mr. Laimbeer's first wife was Mrs. Clara Bloodgood, the actress. He was the actress's third husband. In 1886, when she was Miss Clara Sutton Stephenson, she eloped with and married William Moller diavemeyer, from whom she was divorced the following year. In 1889 she married John Bloodgood, son of a wealthy banker, who died not long afterward. Her marriage to Mr. Laimbeer took place on May 25, 1902. The actress committed suicide by shooting herself through the brain on December 5, 1907, in a Baltimore hotel.

On October 31, 1908, Mr. Laimbeer married Mrs. Natalie Schenck Collins, daughter of Mrs. Spotswood Schenck, of New York. Mrs. Collins is a close friend of the Vanderbilts and other wealthy families of New York and Newport. In 1903 Mrs. Laimbeer, who was then Miss Schenck, visited the Goulds at Georgian Court, Lakewood, and there met Charles Glen Collins, who said he was a captain in the Cameron Highlanders, one of the British crack regiments. It was thought he was soon to inherit a considerable fortune and a large estate. Collins followed Miss Schenck on her travels through Europe, and they were later married in Monterey, Cal.

Collins confessed soon afterward his income was only \$60 a year and that he was in the clutches of English money lenders. The couple parted. Mrs. Collins secured her divorce on October 29, 1907.

TWO MILES A MINUTE

### Auto on English Track Attains This Speed.

[By Cable to The Tribune.]

London, Aug. 5.—Two miles a minute was the speed attained by Lord Shrewsbury's Talbot car at the Brooklands motor track yesterday.

Major Lindsay Lloyd, the racing manager, timed the car and found that it covered the stretch at 120 miles an hour.

CORNELLIAN SECRETLY WED

### Whyte, Football Star, Makes

#### Ithaca Girl His Bride.

[By Telegram to The Tribune.]

Ithaca, N. Y., Aug. 4.—A message announcing the marriage of their daughter, Miss Pansy Marguerite Johnson, to Robert Burns Whyte, prominent in Cornell football circles, was the first intimation of the wedding that came to Mr. and Mrs. U. S. Johnson, well known residents of this city.

Miss Johnson went to visit friends at Bennington, Vt., where she was joined by Mr. Whyte, who, since graduating as a mechanical engineer at Cornell in June, has been employed in Worcester, Mass. Young Whyte had been attentive to Miss Johnson during his senior year at Cornell, but that they intended to be married was a surprise to every one. Whyte was a star halfback on the football team for two years.

FACTORY SMOKERS HELD

### Manufacturer Fined for Having

#### Doors Locked During Working Hours.

Magistrate House, in the Essex Market police court, yesterday held seven men in \$500 bail each for trial in Special Sessions as the result of a flying visit to a number of East Side factories by inspectors from the Fire Prevention Bureau. The prisoners were all charged with smoking on the premises where they were employed, which is a violation of an ordinance.

Sidney Seligman, a dealer in human hair goods at No. 9 East 24th street, was fined \$50 in Special Sessions yesterday for having the doors of his factory locked during working hours. Seligman said he had just started to unlock the doors when the inspector came in.

TRIES RESCUE; BOTH DROWN.

Philadelphia, Aug. 4.—Milton Ross, eleven years old, and Daniel Hirschman, ten years, were drowned to-day while bathing in a creek near here. Hirschman, the smaller of the boys, stepped into a hole, and it was while attempting to rescue him that Ross lost his life.

## SULZER SHEARS PARTY TIES IN BID FOR 1914

Any Assembly Candidate Favoring Direct Primaries Can Have His Backing.

## HIS EYE ON FALL ELECTION

The Faithful Summoned to Executive Chamber and Instructed to Form District Leagues.

[By Telegram to The Tribune.]

Albany, Aug. 4.—Party affiliations will have no weight in direct primary propaganda set afoot to-day by Governor Sulzer at a conference in the Executive Chamber, attended by about one hundred and fifty direct primary advocates of all parties, including several Democratic county chairmen and state committeemen. The purpose of the movement is to seat Assemblymen at the fall election who will vote for the Sulzer direct primary bill during the Legislature of 1914. In this way it is intended to fight the "bosses" in both the Democratic and Republican parties. The only question that is to be asked a man seeking a nomination for the Assembly is, "Are you for or against state-wide direct primaries?"

The Sulzer followers will form a direct primary league to secure "designations" on the primary tickets of the Democratic, Republican and Progressive parties of men who they believe will be loyal to the cause of state-wide direct primaries. In case only one party nominates a man pledged to state-wide direct primaries the Sulzer league will take up the battle of that candidate, even if he is a Republican. This will mean that in many counties the Sulzer followers will fight Democratic candidates while supporting Republican or Progressive candidates. Where none of the parties designates a direct primary advocate the new league will put an independent in the field.

Some Fall by Wayside.

Many of the men who fought hard for the Governor during his direct primary campaign previous to the extra session were noticeable by their absence from the Executive Chamber to-day. Among the missing was ex-Speaker Frisbie, of Schoharie, who wanted the nomination of Public Service Commissioner, and who, since Sulzer named Messrs. Chase and Leffingwell for two vacancies in the update commission, has been less ardent in his support.

Democratic state committeemen present to-day were Henry P. Keith, of Hempstead, Long Island; John D. Kernan, of Utica; Warner M. Sweet, of Farmville; Gerardus Smith, of Schenectady; Henry C. Burdard, of Buffalo; William Townsend, of Utica; J. E. Schwarzenbach, of Hornell; E. E. Riney, of Holcomb; Charles F. Rattigan, of Auburn; John H. Burke, of Ballston; George W. Batton, of Lockport, and Charles Norris, of Carthage.

Others at the conference included M. Z. Haven, of Syracuse; Frank Joyce, president of the Tammany Club of the 11th Assembly District, of New York; Steven Ryan, chairman of the Chenango County committee; the Superintendent of Prisons, John Riley; Philip J. Christ, Nassau County chairman; former Representative Theron Aiken, of Port Jefferson; Assemblymen Elmer, of New York; and Schwarz, of Troy; Senator McKnight, of Rensselaer; Maurice E. Connelley, President of the Borough of Queens; Joseph Cassidy, of Queens County, and Canon Chase.

Resolutions adopted by the conference provide that an executive committee of fifteen be named by the chairman, General Amasa J. Parker, to organize the members of the conference, with others to be appointed by the Governor in each district into Assembly district direct primary committees. It shall be the duty of each committee to organize an Assembly district direct primary league, which shall take such action as it deems desirable to secure designations on the primary tickets of the Democratic, Republican and Progressive parties of men whom they believe will be loyal to the cause of state-wide direct primaries.

Malicious Attacks Depreciated.

Resolutions of confidence in the Governor were also adopted, including one that "We deprecate and denounce the unjust and malicious attacks upon the Governor because he is determined to do his duty to his oath of office and to do his right, regardless of any influence except the dictates of his conscience."

Governor Sulzer in opening the meeting said that he had been "hounded, traduced, vilified and threatened as no other man has ever been who occupied this office, in all the history of the state."

"I have no fear of the ultimate result," he continued, "I know by experience, by the truths of history, by that intuition which is unerring, that justice will prevail and that right makes might."

Most of the others who addressed the conference were outspoken in their denunciation of Charles F. Murphy and William Barnes.

"When they come to talking about impeachment," exclaimed former Representative Aiken, "it is time we had a Cromwell in this state. You cannot go out and ask a man to fight and give him a stuffed gun. You have got to give him good shooting irons. If I was Governor I would tell them to bring in this man's head on a pole."

Rope as a Warning.

"When the Durham gang in Philadelphia held the state by the throat," said Jay Forrest, of Albany, "nothing was accomplished until the citizens began to tote ropes about the streets, and the Tammany chieftain, who manuevered to use this great Empire State as a part of his public graft, may well take warning from the men who toted ropes in Philadelphia."

Other speakers included Assemblyman A. M. Bovie, of Westchester; Maurice Connelley, Canon Chase, of Brooklyn; Daniel J. Dugan, of Albany, and "Suspend Jack" Magee.

EX-SHERIFF LEFT \$55,000.

[By Telegram to The Tribune.]

Riverhead, Long Island, Aug. 4.—The will of Frank D. Creamer, formerly Sheriff of Kings County, who died on July 19, at his home in Islip, Long Island, was filed for probate yesterday in the Suffolk County Surrogate's office here. His estate is valued at more than \$50,000 in real and more than \$5,000 in personal property. The income from \$2,000, left in trust to the widow, Louise H. Creamer, is to be paid in monthly installments to the ex-Sheriff's mother. All the rest of the estate is given to the widow, who is appointed executrix.

## NURSE ARRESTED AS SLAYER OF DR. TRON

Expert Reports Finding Enough Morphine in Stomach to Cause Death.

## WOMAN SWOONS IN COURT

Utica Physician Met Emma Krill at Lying-In Hospital Here While He Was a Member of Staff.

[By Telegram to The Tribune.]

Utica, N. Y., Aug. 4.—Miss Emma Elizabeth Krill was arraigned in the City Court here to-day following her arrest at Cornwall-on-Hudson on the charge of murder in the first degree. Her apprehension resulted from the District Attorney's investigation of four weeks into the death of Dr. Stanley E. Tron, a Harvard graduate, formerly on the medical staff of the Lying-In Hospital, of New York, on Sunday afternoon, June 22, at No. 31 Bleeker street, where he and Miss Krill lived as man and wife.

In the City Court all the defendant's rights were reserved pending the arrival of her attorney, "Abel" Morris, of New York, to-morrow.

Morphine sufficient to cause death was found in the stomach of Dr. Tron, according to the report of the analysis made by A. N. Hamilton, an expert of Auburn. Whether the state will be able to prove that Miss Krill administered the poison with deliberate and premeditated design remains to be seen. Miss Krill at the time of the death of Dr. Tron and at the Coroner's inquest testified to getting a morphine and atropine tablet for Dr. Tron, which, she swore, he administered himself while he lay upon the bed.

The case has been enveloped in mystery from the first. The arrest of Miss Krill, which was made yesterday afternoon, was brought about through the work of Thomas Ferrera, of the local police force, who was employed as investigator by the District Attorney's department and who spent a month in making inquiries. While the District Attorney's office has not disclosed the line of prosecution, it is inferred here that the motive that may be offered was the woman's possible belief that Dr. Tron was going to abandon her in Utica. Dr. Tron intended to return to Italy to take up the practice of medicine there, and as the first step in this direction had already sent his diploma to Albany.

The arraignment of Miss Krill this morning had its dramatic moments. After listening to Judge Colgrove as he read through the information and belief upon which the warrant was made, Miss Krill suddenly fainted and fell over backward on the floor. She did not revive for some time.

Several witnesses were heard, among them Dr. Hamilton. Tieson Judge Colgrove read twenty-two folios of Miss Krill's testimony given at the inquest following the death of Dr. Tron. At that time Miss Krill said Dr. Tron had threatened her life, if she did not come to Utica and live with him. "He said he would not kill me himself, he had some body else to do that," she testified.

When Miss Krill was asked if that was the reason she went to live with the doctor, she answered, "Well, I wasn't afraid of him." Later in her testimony she also swore that while she was living with Dr. Tron in Utica he had threatened to shoot her and shoot himself.

Dr. Tron was the son of a prominent Presbyterian clergyman in Italy. He met Miss Krill, who was a professional nurse, in the Lying-In Hospital, in New York, and she said he had promised to marry her. They lived together, however, before coming here, where Tron began practice among the Italians. He met with no great success, and stories were circulated that he had threatened to commit suicide. Miss Krill said she knew of no reason why Tron should take poison, though she was aware that he was despondent.

MEXICAN ELECTION URGED

### H. C. Pierce Wants U. S. to Encourage Resort to Ballot.

Fifty per cent of the 7,800 miles of the National Railways of Mexico is tied up by the revolts which are devastating the border republic, according to Henry Clay Pierce, chairman of the railway's board of directors and head of the Waters-Pierce Oil Company, who returned from a tour of Europe yesterday on the Hamburg-American liner George Washington. Mr. Pierce stated emphatically, however, his opinion that intervention should be the last thing thought of by the United States.

"A general election would be the saving of the country," said Mr. Pierce, "and this country should bend its energies toward bringing it about. With a government at its head which was really popular Mexico would come out of its present state of turmoil and take its place among the nations of the world. At present American business there is suffering more than any one here imagines."

HIGHWAY BIDS HELD UP

### Asphalt Company Gets Injunction Against Carlisle.

Albany, Aug. 4.—John N. Carlisle, State Highway Commissioner, was served with an injunction by a representative of the Warner-Quinn Asphalt Company to-day restraining him from opening bids on sixty highway repair contracts at 2 o'clock this afternoon. The company contends there has been discrimination against its product.

Supreme Court Justice Cochrane, who issued the injunction, later advised Mr. Carlisle over the telephone from Hudson that it had not been his intention to delay the opening of the bids in any way, and consented to such action by the Commissioner. Owing to the lateness of the hour only three estimates were opened.

LAMP FIRE LIT LS SEVEN

### Flames Trap Family at Early Hour—Only Two Rescued.

Quebec, Aug. 4.—Seven lives were lost in a fire which early to-day destroyed the home of Joseph Paquet, at St. John's Parish, Isle of Orleans, some fifteen miles east of Quebec. The dead were Paquet, his five children—three girls and two boys—and an unknown woman, who was staying in the house.

The fire was caused by the explosion of a lamp, the flames spreading through the frame cottage with tremendous rapidity. Neighbors made a gallant attempt to rescue the imprisoned family, but only Paquet and one child were rescued.